

SUPPLY AIR RESPIRATOR /SELF-CONTAINED RESPIRATOR (SAR/SCBA) EQUIPMENT CHECK SHEET

FOR USS _____

Date: _____

REF: (A) PMS 5519/015 SAR/SCBA
(B) 0910-LP-708-0000

	IAW	SAT/ UNSAT	SAT/ UNSAT	SAT/ UNSAT	SAT/ UNSAT	SAT/ UNSAT	SAT/ UNSAT	SAT/ UNSAT	SAT/ UNSAT	SAT/ UNSAT	SAT/ UNSAT	SAT/ UNSAT
SERIAL NUMBER												
A. SCBA & SCBA CYLINDER INSPECTION:												
1. Is cylinder pressure between 2500 and 3,000 psi?	M-1R, Q-1R											
2. Are external surfaces of the SCBA HP air cylinder free of damage?	S-4R											
3. Has the SCBA HP air cylinder been hydrostatically tested in the last 3 years?	S-1R											
4. Has the SCBA been overhauled in the last 6 years by the manufacture and maintaining records? Note 3 of S-1R.	S-1R											
5. Are SCBA hoses in good condition?	Q-1R											
6. Were all SCBA connections tight?	M-1R, Q-1R											
7. Are pressure gages in good condition?	Q-1R											
8. Is SCBA carry pouch, waist belt and shoulder strap in good working order?	Q-1R											
9. Are LP hoses free of damage, paint, and corrosion?	A-2R											
10. Are hydrostatic test data tags installed on LP hoses? Note: LP air hose are hydrostatically tested to 250psi.	A-2R, R-1											
SERIAL NUMBER												
B. SCBA FACE PIECE:												
1. Is the head harness free of cuts, tears and deterioration?	Q-1R											
2. Is the ultravue facepiece lens free of cracks and scratches?	Q-1R											
3. Is the facepiece exhalation valve clean and easy to operate?	Q-1R											
4. Is the facepiece inlet assembly free of damage?	Q-1R											
5. Is the spider gasket and inhalation disk valve present and not damaged?	Q-1R											

NOTE: Each ship was issued 4 SCBA's for every PASP unit. Ship should have a minimum of 8 SCBAs.

SERIAL NUMBER													
C. CYLINDERS & STORAGE CASE PASP/RASP:													
1. Is the cylinder pressure between 3,375 to 4,500psi?	S-3R												
2. Are the external surfaces of the PASP/RASP HP air cylinders free of damage?	S-4R												
3. Have the PASP/RASP hp air cylinders been hydrostatically tested with in the last 3 years?	S-3R												
4. Are the PASP/RASP cylinder cases free or cracks and any other damage that would cause installing or removing hp air cylinders or in handling the case?	S-3R												

Note: Ship should have a minimum of 12 cylinders between the PASP AND RASP.

SERIAL NUMBER			
D. PASP & RASP COMPONENTS:			
1. Is PASP hold down bracket in good condition and tight?	S-3R		
2. Is the PASP control panel is in good working order and all required component hardware present?	S-3R, Ref. B		
3. Are the following gauges calibrated AHP-g201, AHP-g202, and the hp air pressure gauge in the tool kit. Note: calibration is due every 18	18M-1R		

